

The President's Corner

January 21, 2004

I would like to wish a very happy 2004 and a great flying year to all of our club members!

Our elections in November of last year produced the following slate:

President - Frank Blain

Vice-Pres. - Steve Harris

Sec/Treas. - Mark Stafford

Field Marshall - Doug McWha

This has been a pretty wet winter so far, but there have been a few good flying days. too. The runway is still fairly firm, though a little bumpy with the gross knobs. The pit area is a muddy mess, so please be careful when you are there.

This week we will attempt to roll the runway with a roller and, as soon as it warms up, we will over-seed and fertilize. I am checking on getting some straw to put over the muddy pit area. It is cheaper and I think it will do the job. We won't be able to blow the bark on until it dries up, because the truck would destroy our driveway.

We had a little flooding about the first of the year with little or no damage to the field. I think we should, however, raise the truck box about 12" to eliminate water getting inside of it.

Dan Thomas has volunteered to head up a building project for a shed to cover the old lawnmower. He said he could get the materials and all we would need are some helpful hands and a little sunshine.

With the arrival of the new year, it is time to renew your club dues and card. If you haven't paid your \$100.00 field assessment, you have 6 months to do so. Also, at the November meeting, it was approved to allow associate non-flying memberships for those members who do not fly and still want to be a part of our club. They do not have to pay the field assessment. Any member who is finding he is unable to pay current financial obligations to the club in full, will be considered for a special circumstances allowance so that he can continue to fly without being totally current with regard to his club debt. This will be handled under complete privacy and is at the discretion of the club president. We want to make your membership as enjoyable as possible and keep our club together.

I am so very sorry to have to inform air members of the sudden and very unexpected death of barrel Cheshire during the holiday season. He was an enthusiastic flyer and a truly wonderful man. We will miss him greatly. Our next meeting Will be held of the Eugene Country Club, 255 Country Club Road, Eugene, Oregon. Enter the twain doors in front of The clubhouse and proceed through the door to the left off the entry.. The meeting will begin at 6:30 p.m. instead of 7:00 p~.tn. on Tuesday. January 27, 2004. Please bring your new planes with you for Show and Tell.

See you Tuesday!

**Frank Blain
345-7449**

Helpful hints for two-stroke glow engines

Today's two-stroke glow engines are technological marvels; they're powerful, lightweight, easy to use, and with proper use and care, will last for many years.

Next to the radio system, the engine is one of the most expensive investments we make in Radio Control (RC) aircraft. Over the years, we've learned a lot about the care and feeding of engines, and we know there aren't any secrets to operating a model airplane engine correctly. From adjusting the fuel mixture and choosing the best glow plug to proper maintenance and using common sense to improve reliability, this

article is full of helpful hints and information so you can have a happy relationship with your two-stroke glow engine.

Easy starting

Nothing is more frustrating than owning an engine that is difficult to start. Our frustration often leads to a flight that ends with a dead-stick landing or a crash. When you start any engine, there are three things to remember. For combustion to occur, your engine needs air, fuel, and fire (heat). If your engine won't start, check the carburetor to make sure that air and fuel are available and check

your glow plug to ensure that it provides enough heat to ignite the air/fuel mixture.

Remove the glow plug and attach the glow driver; its element should glow brightly. If it doesn't, replace it; if it does, reinstall it. Close the needle valve and then open it three full turns. Place your thumb over the carburetor, and flip the propeller several times until fuel is drawn through the fuel line and into the carburetor. If you remove any one of these three elements from the equation, your engine will not start.

Please see **TECHNOLOGY** on page 4

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BAD BEHAVIOR

As a man took his seat on an airplane, he was surprised to find a parrot strapped in next to him.

After taking off, the flight attendant came around to serve the passengers on the airplane. The man asked the flight attendant for a coffee and the parrot squawked, "And get ME a coke ... NOW!"

The flight attendant, flustered by the parrot's attitude, brought back a coke for the parrot; however, she forgot the man's coffee.

As the man pointed this out, the parrot drained his glass and screamed, "Get me another coke. If I'll really create a scene!"

Quite upset, the attendant came back, shaking, with another coke but still no coffee.

Irritated at her forgetfulness, the man decided to try the parrot's approach. "I've asked you twice for a coffee. Go and get it right now, or I'll create a scene that will make his look like a Victorian tea party!"

The next moment, both the man and the parrot were grabbed and thrown out the emergency exit by two burly security guards.

Hurling toward earth, the parrot turned to the man and said, "You're pretty cheeky for a guy who can't fly!"

from *Plane Talk*
Aerobatic Aces R/C Club
Bob Van Singel, editor
Three Rivers MI

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THINK ABOUT IT

Why the English language is so difficult

We'll begin with a box, and the plural is boxes, but the plural of ox became oxen, not oxes. One fowl is a goose, but two are called geese, yet the plural of moose should never be meese. You may find a lone mouse or a nest full of mice, yet the plural of house is houses, not hices. If the plural of man is always called men, why shouldn't the plural of pan be called pen?

If I speak of my foot and show you my feet, and I give you a boot, would a pair be called beet? If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth? Then one may be that, and three would be those, yet hat as the plural would never be hose, and the plural of cat is cats, not cose.

We speak of a brother and also of brethren, but though we say mother, we never say methren. Then the masculine pronouns are he, his and him, but imagine the feminine—she, shis and shim.

Some reasons to be grateful if you grew up speaking English:

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) At the Army base, a bass was painted on the head of a bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down the sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) After a number of Novocaine Injections, my jaw got number.
- 19) Upon seeing the tear in the painting, I shed a tear.
- 20) I had to subject the subject to a series of tests.
- 21) How can I intimate this to my most intimate friend?
- 22) I spent last evening evening out a pile of dirt.

The President's Corner

February 17, 2004

We have had a mix of rain, fog and some sunny days so for this month. Several members have been flying on The good days. even with the added challenge of muddy ground, but the runway has been pretty dry and smooth for the winter. I am looking forward to being able to get the field in shape for our flying season.

Mrs. Cheshire has asked for some help in selling all of Darrel's planes and equipment. If you have interest in some of these items, please give me a call. I am going to talk with her this week to see if we can try to help her with them.

Paul Schmitt has contacted me to see if someone in the club may have interest in buying his 519 Somethin' Extra N.I.B. kit with an OS LA 40cc engine, 2 props, tank, wheels and a 4-channel Lazer FM Hi Tec radio, all for \$200.00, new in boxes. His phone no. is 935-9547.

Mark Stafford will be handing out name tags for the meetings, so now we (I) will know names and. faces. Please don't wear them out the door. We will be collecting them after the meeting to be used for the upcoming ones, too.

I am building a scratch—built 1/4-scale Glasair from kC. Airplanes plans. It is quite a challenge because the plans don't show all the formers and leave most of the details to your imagination. It is still a lot of fun to try. I am sure it will take awhile to complete.

Our next meeting will be held at the EWEB building, Tuesday. Feb. 24 at 7:00 PM. Gary McClellan will be giving a demonstration on aerobatic maneuvers. Be sure to bring any of your interesting planes or equipment for Show and Tell. See you there!

Frank Blain, President
345-7449

The President's Corner

March 21, 2003

Here we are, nearly in April, enjoying the Spring rains, but knowing that our beautiful sunny days will be becoming more frequent as well - And those are the days we fly!

I haven't been flying much at all during This month because I have spent much of my free time, deep within the walls of my shop, building a new Dyna-Flight giant scale Chipmunk. All of the hard work is done, which includes the gluing (I am seemingly very allergic to this glue, with my asthma), so after a lot of sanding and several hours of covering, it will be ready to go.

I lost my last Chipmunk because I forgot to put up my antenna and had a "fatal" crash. I sure hope I don't do that again! I think I definitely need to use a check-off list before I take off.

I have talked to a greens keeper about what kind of fertilizer we should use on the new field. He advised waiting until the first part, of April and using some 16-16-16. When the ground out there dries up enough to walk on, we will give it a shot.

This month's meeting will be held at The EWEB building at the new time of 7:00 pm, Tuesday, March 25. This new time should be better for most of us. The demonstration will be given by Clayton Foster on how to program your computer radio. I am looking forward to learning a lot about that subject. At lease bring your new planes for Show and Tell. Also, a reminder about your dues and addresses and phone numbers for our roster.

See you there!

Frank Blain
345-7449

The President's Corner

April 22, 2004

If you didn't attend our Sportsman Primer on April 10th, you missed a great time! Gary McClellan and his friends from his pattern-flying club did a wonderful job of organizing and running a fine primer contest. We had about 15 participants and many more spectators. The meet started at 9:00 a.m. and continued until about 4:00 p.m. It was truly enjoyable. A special thanks goes to Bill Broich and Doug McWha for mowing the runway and surrounding grassy areas. Also, kudos to Mark Stafford who brought the hamburgers, hot dogs and pop, and the ladies who provided the cookies, brownies and salads. Congratulations to the 3 winners of The contest: 1st place - Spencer Harris, 2nd place - Grant Sharp, 3rd place. Steve Harris.

Now, for some less-favorable news. Mr and Mrs. Marty Smith are very upset about our noise and flying too near to their property. They want us to leave our flying field badly enough that they have been contacting the other neighbors to get them to write protest letters to Otto Glausi, our landlord. He forwarded them on to me. It appears from the letters that we have been flying planes that are much too loud, we start flying too early and keep it up too late. Last Friday, I visited four of The people and asked them how we could improve the situation short of vacating. I was told that if we could start flying at 9:00 a.m. and quit by 5:00 p.m. it would help very much. We seem to have several planes that are particularly noisy. I assured them that we would address these matters and correct them if at all possible. For this purpose. I will purchase a decibel meter so That we can test our planes for excessive noise. Any that are over 90 decibels will have to have a new muffler applied to them or they will not be allowed to be flown at our field. I am sorry that this has come up, but our only other choice is to lose our field. We will be discussing this and other problems at the meeting, so I hope we have a large turnout for it. Come with ideas on how to rebuild some bridges with the neighbors there. The meeting will be Tues. April 27 at 7:00 p.m. at EWEB building. Bring Show and Tell items.

Frank Blain, President
345-7449

The President's Corner

May 20, 2004

Spring is rapidly fading into summer, during which many refit sunny flying days will be upon us. The field is in terrific shape, Thanks to Doug McWha and others who have been faithfully mowing and trimming as necessary.

Gary McClellan and several other members successfully moved the van box onto The trailer. Thank you, Gary, for your two wreckers. This should solve the problem with the County.

We have received two more letters complaining about The noise at The field. I can't express strongly enough how serious this problem has become. I know that many of you have addressed the noise problems with better mufflers and flying only during the requested hours, particularly the 9:00 a.m. starting time. I want to continue to challenge each of you members to try to have the quietest plane at the field. There is plenty of technology out there to meet our needs for quiet flying. Also, flying over the road area will keep us as far as possible from the Marty Smith residence. I know it will be difficult to satisfy Mr. and Mrs. Smith. but I have talked to several other neighbors and they feel we are trying to be considerate of them. The later starting time has made them much happier.

At this next meeting, we will be discussing what else we can do to cooperate with the neighborhood's concerns. I think that we will be able to save our field if we police ourselves.

Otto Glausi has suggested that we have a meeting involving our club officers and a committee of neighbors to discuss any problems that the surrounding residents may have and how to solve them. This would seem to be a good idea. We will be addressing This at the meeting next week, to be held at the EWEB Building at 7:00 p.m., Tuesday, May 25. Bring your planes for Show and Tell. See you then.

Frank Blain, President
345-7449



Eugene R/C Aeronauts

P.O. Box 70724
Eugene, Or. 97401

EMERGENCY SAFETY ALERT

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCads or other batteries. With high energy comes increased risk in their use. The principal risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this many fires have occurred as a result of the use of Lithium Polymer batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is **very hot** (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. **It does not need any other source of ignition, or fuel to start**, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. **Store, and charge, in a fireproof container;** never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame, and, after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage**, regardless of how slight.
4. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not, specifically, designed for charging Lithium cells. **Never use chargers designed for Nickel Cadmium batteries.**
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames.
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** *Serious fires have resulted from this practice.*
7. Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/ or personal harm

Safety Committee

Academy of Model Aeronautics

5161 E Memorial Drive
Muncie, IN 47302

The President's Corner

September 21, 2004

Well, as most of our club members know by now, our flying field has been sold to Marty Smith. He apparently made an offer to Otto Glausi that couldn't be passed up. So, our last day to fly will be Thursday, September 30. We have been looking hard for a different piece of land that would work for us. So far, we have just a few possibilities.

I have contacted the person in charge of the City of Eugene Open Spaces. Johnny Medlin. He has been very helpful in checking out the various areas that are possibly available. I have an appointment with him and the waste water management supervisor of the City of Eugene. We have located some property on Beacon Drive in Santa Clara. It would be a perfect spot for a new field. They haven't said "No!" so far and are willing to discuss the situation. I will show them some pictures of the old field and try to sell them on our low impact uses. In the meanwhile, if any of you know of some land in This area that we might lease, please let me know.

We will be having our meeting this month at the EWES building on Tues., September 28, at 7:00 PM. I hope that we have a good turnout so that we can discuss the future of our club--and-the status of a new field. I also hope very much that we will stick together as a club and try to work out these problems. We are optimistic that we will be flying at a new field as soon as possible.

Frank Blain
345-7449

subject: foresale still

Hi Carl here is the list of my stuff

Here is a list of my R/C package would like to sell all at once
(cheaper)

1. never flown patriot ARF with new motor, retracts, gear servo just hung in garage
 2. never flown Christen Eagle ARF for .90 size engine, 90 % complete (needs wing struts).
 3. .60 size cub 76" wing, with ASP .80 4 stroke engine, concept 6 ch radio, flown little good flyer lots of power with toe setup
 4. Concet 30 chopper with radio, gyro, 2 new blade sets, new pull starter etc only ran on test stand,
 5. 120 size biplane, used (out of a estate sale)
 6. new kit still in box Sukor SU 26 with a new ASP .90 engine still in box
 7. field box (home made) with field charger, tach, control panel, electric fuel pump, field battery checker, plus other parts.
 - 8, extral rolls of monokote, several cans of paint, extral fuel, glue
 9. parts cabinet with lots of extra servos, small parts etc etc,
 10. another box of parts, wheels, props, fuel tanks, etc etc
 - 11, different monokote irons, heat gun, etc
- plus a lot of other stuff that I can't think of at the moment, I dont have the time or money to support 2 hobbies so I will let this stuff go in a package at a very cheap price, about 25-30% of the original value, I will take 800 bucks for the whole works first come first serve I can make a lot more on ebay but dont want to hassle and would like to get rid of the stuff before I change my mind, contact me by phone 541-689-8545 or my email wj7s@yahoo.com

CALL ~~LARRY~~ LANE.
7 689-8545

MY SON RUSSELL STILL HAS 2 PLANES FOR SALE. PERRY MATE. & ACE
4-40 688-0642

The status of this column is uncertain for the next six or seven weeks. On Monday next, the 24th, my classic, 1932-model left knee is going to be torn out and a modern fake put in its place. Since my car has a proper transmission instead of a slush pump, they won't let me drive for six weeks. That's going to make it hard to get to the field - flights of angels are showing a distinct reluctance to take me out there on a regular basis. Further, if I am reading all the bumpf correctly, I shall have to be either sitting with my leg out straight in front of me or up walking around to exercise it. Neither of these modes is conducive to typing - or working at the building and drawing boards for that matter. I'll see you when I can; don't do anything really serious until I can be there to bear witness Now, that's for the Weekday guys; you Weekenders are on your own.

C. O'D.

The President's Corner

October 20, 2004

At our next meeting we will be discussing the situation about our flying field possibilities. I have a little bad news about the Beacon Drive property north of Eugene. I was informed by the person who heads up the Wastewater Management of the City of Eugene that because of so many federal and state regulations regarding waste water and its contact with the public, it would be impossible for us to have a flying field on that site. Therefore, that field is gone. I attended the Central Lane club meeting and talked to them about our using the Cinderella Field at Creswell. The field is in pretty poor condition because they haven't been using it for quite a while. Doug McWha and I borrowed Mark Staffords mower and did a rough mowing of the field and pit area. Doug will mow it closer as soon as the weather permits. We can start flying at the field now. We also cut down some blackberry vines at the end of the field. With a lot of work, the field will do nicely until a new one can be found. I am meeting this Friday with the Sec-Treasurer of the Central Lane club concerning an agreement for our use of the field.

I have been finishing my scratch-built GlasAir plane. It has been quite a project. I hope to have it done for Show & Tell at the meeting. It looks like the rains are here and that means time to build that new plane you have waiting. I want to encourage you to bring in your projects for showing the rest of us.

I am sure that there will be lots of questions concerning the future of our club, so I hope you will come and express your Thinking and possible suggestions about how we can best acquire a site soon. I am sure that something will work out before long.

See you Tuesday evening at 7:00 p.m. at the EWEB building

Frank Blain
345-7449